EARLY PROPOSAL FOR AN ENGLISH COLLEGE OF ART.

SOCIETY OF ANTIQUARIES.

At a meeting of this society, held on the 17th inst., a communication from the Rev. Joseph Hunter was read, on the subject of a proposal for the establishment of a royal academy of art as early as the year 1617, and which was agitated till 1626. A MS. in the society's library (No. 103) relates to it, and three others among the Harleian MSS.; but the main source from which Mr. Hunter derived his information was a MS. in his own possession, written by Sylvanus Morgan in 1661. James's Academe or College of Art, as it was termed, was to have had a common seal, 200*l.* a year and certain privileges. Papers were to be discussed; the members were to bear an "order;" and it was proposed to convert Windsor Castle into an English Olympus! The projector, Bolton, gave a list of eighty-four persons suggested as the first members of the academy; in which appeared the name of Inigo Jones.

A recommendation, on the part of the council of the Society of Antiquaries, to elect Captain W. H. Smyth, F.R.S., director of the society, in the place of Mr. Albert Way, who has resigned, was well received, and seems to have given satisfaction to the fellows generally. What is now wanting is, that for the next council, men should be chosen who really will work, and that they should have the opportunity of doing so.

PUBLICATION OF WORKS BY MEMBERS OF THE INSTITUTE OF ARCHITECTS.

Sir,—My name appearing invidiously in THE BUILDER (page 603) of the 19th inst., I trust to your liberality and candour to give insertion in your valuable and extending publication, to the following letter, which I have the honour this day of addressing to the Council of the Institute of British Architects, through their secretary, George Bailey, Esq.

I am, Sir, &c., JOHN WEALE.

London, Dec. 22, 1846.

Sir,—As secretary to the Institute of British Architects, I take leave to address you.

My attention has been drawn to THE BUILDER of the 19th inst., in which, in reporting the proceedings of the Institute of the previous Monday, my name appears, as having "offered to engrave and publish the works of the members, if they should furnish the drawings."

In reply to the accompanying observations, I have to state, that having been (either in the year 1839 or 1840) requested to attend the Council of the Institute relative to the publication of prize drawings, which was declined, I availed myself of that opportunity of suggesting to the Council, the propriety of publishing annually a volume of the works constructed by the members each year antecedently, to contain fifty plates and descriptive text; and that the drawings be reduced to a quarto size, to be placed in my hands, with fairly written copy for the text; all the expenses of the publication should be defrayed by me, and to present a copy to each of the Fellows, free of charge.

Some gentlemen observed at the time, that the expense of the reduction of the drawing would be considerable. In answer to which it was stated, that it was my belief that many young men would be glad of so favourable an opportunity of bringing their names before the public as draughtsmen for such a work, free of charge. I am not surprised at the gentleman who spoke in reference to my suggestion forgetting its occurrence, as the suggestion was not made in writing: it was received with such coldness, that a deep impression was made on my mind: I spoke of it with regret. At that time it was a favourite object to unite such an enterprize with the volumes of the transactions of the Institution of Civil Engineers, then publishing, and with the papers of the Royal Engineers, the latter of which has now reached the tenth volume.

I may be permitted to state, that subsequently, more than one million of money has been expended by the government of the country, and by public bodies, in the erection of new edifices; how much more must the desire be to see displayed, in print, works of such noble magnitude. It has been hinted, that no such proposition could have been made. Mr. Donaldson states, that "it sounded more liberal than it really was." I beg now distinctly to state, that I am still disposed to repeat my suggestion, as an offer, and to carry out my original proposition on the following terms:—

1. To publish a volume annually, a selection of the public and private buildings of Great Britain and Ireland, in sufficient detail to be useful to the rising architect, and to explain thoroughly the arts and contrivances of such structures, as shall be sufficiently plain to be useful to foreign professional men.

2. That the volume shall have fifty plates double and single, all to be engraved by the best engravers; that the same shall be accompanied with text, as stated in Proposition 1.

3. That the work shall be arranged, and the drawings executed, under the direction of a publishing committee (the publisher to be one), who shall take upon themselves the editorial duties of the work.

4. The Institute, in determining the subjects, shall be directed to subjects taken from public or private buildings, which may be considered fair representations of the science of construction, and the cultivated state of architecture in Great Britain and Ireland.

5. That all the expenses of the publication of the annual volumes shall be paid by the publisher; and the Fellows of the Institute shall have each a copy, free of charge.

6. That a certain number of copies, to be agreed upon, be set apart for the students, or others engaged in making the drawings, as a consideration for their trouble.

7. The work shall, after the performance of these conditions, be the copyright of the publisher.—I have the honour to be, &c.

JOHN WEALE.

To George Bailey, Esq., Secretary.
Institute of British Architects, &c. &c. &c.

MONUMENT TO PALLADIO.

Until recently, public monuments in memory of any but princes and warriors were rare,* not simply in England but abroad. Within the last five years our continental neighbours have been working hard to supply the deficiency. In all the towns of France and Germany, statues have been raised to their great men. In Italy too, several have been put up, though not to such an extent as in the former countries. Amongst them is a monument to Palladio† in Vicenza, his birth place, which was completed at the end of last year. The French journal *L'Illustration* of the week before last, gives an engraving of it and some few particulars, from which we gather, that this monument was raised in accordance with the will of the Count G. Velo, who bequeathed 100,000 *livres* for that purpose.

The statue of Palladio stands on a pedestal, two stories in height, with a genius by his side in the act of crowning him. Seated on the first story of the pedestal, against the angles of the upper portion, which is less in size than the lower, are two allegorical figures, one representing Vicenza with a wreath in her left hand, and looking up with pride at the artist, the other Architecture, depicting the history of the art on a scroll, by a representation of a primitive hut, and the Pantheon. Between these two figures on the upper part of the pedestal, is sculptured in bas-relief the baths of Caracalla, to express that it was by the study of the antique monuments that Palladio formed himself.

At the foot of the whole is a sarcophagus in imitation of that of Agrippa, containing the remains of the artist.

The monument stands within an octagon chapel in the new public cemetery of the city, and is the work of M. Fabris, a sculptor of Vicenza. The material is Carrara marble.

We may mention that a very complete account of Palladio, and his works, has been published by the Abbé Ant. Magrini, of Vicenza, under the title of *Memorie intorno la vita e le opere d'Andrea Palladio*. It was for this work, if we remember rightly, that the Institute of British Architects supplied the interesting catalogue of drawings by Palladio, now at Chiswick, published in our columns.‡

* "One murder makes a monster, a million a hero."

† He was born in 1518, and died in 1580.

‡ Page 236, *ante*.

RAILWAY JOTTINGS.

On the question of the liability of [illegible] directors of wound-up companies to repay deposits to allottees, in the case of Vollans *v.* Fletcher, lately before the Lord Chief Baron of the Exchequer, his lordship declared his opinion to be, that the directors had clearly no right to appropriate the plaintiff's money to any other purpose than that for which it was paid, namely, as it appeared, for preliminary expenses, and that towards these they had power to retain a sum of 2*s.* 6*d.* on each share, but no more.——The directors of several lines intend, it is said, to build spacious rooms at stations contiguous to populous towns, for concerts, &c., and to provide special trains to convey performers from the metropolis and back, at moderate charges!——The Great Western and the London and North Western are to renew the battle of the gauges, in the forthcoming session of Parliament, with increased vigour, if not also with increased asperity and questionable manœuvre. —— The Eastern Counties and Great Northern are about to construct, conjointly, two immense docks at Wisbech. One of them will cover an area of thirteen acres. —— The contract for the works on the Great Northern, from London to Peterborough, has, it is said, been let to Mr. Brassey, for 120,000*l.*——The Hull railway dock was opened for shipping on Thursday week. ——There are no less than 5,552 workmen now in full employment on the Edinburgh and Northern Railway.——It was lately stated by one of the town-councillors of Edinburgh, that "he had got information from Liverpool and Manchester which went to prove, that, since the opening of the railways on Sunday, crime had diminished by one-half. He had also got a glorious document, written by Mr. List, the superintendent of the Mid-Lothian police," to a like effect. He therefore seconded a motion of Mr. C. B. Tait, to the effect that measures in Parliament should be taken to *induce* the Edinburgh and Glasgow Company to afford the same means of travelling on Sunday as on any other day,—a "tyrannical, as well as irreligious motion," as Bailie Mack characterised it, seeing that the company in question had felt it, by a majority of four, to be against their consciences to allow the public such a privilege of diminishing crime; although, according to a Glasgow paper, it has unwarily transpired that it is by no means *inconsistent* with the same scrupulosity of conscience, to compel about 100 clerks and others, employed by them, to spend last Sunday, all day long, in busy occupation, in a tavern near their Queen-street station! In supporting the motion alluded to, another councillor stated, that amongst the probable opponents of Sunday trains no fewer than 241 carriages had driven up to various places of worship in the city on a previous Sunday, employing 241 drivers, besides footmen, and 400 horses, besides grooms, &c. The motion was agreed to by a majority of 20 to 7.

Another claimant, and another, to the high honour of originating the great wonder of the age, the Electric Telegraph, rises, one in shadowy succession to another. The most recent claimant is, indeed, one from the other world,—one of a family to whom this world is already much indebted,—one who, moreover, while himself in life, spent a princely fortune in the exercise of his scientific ingenuity and invention—namely, Ralph Wedgewood, a relative of the great proprietor of the Potteries. His son now claims our acknowledgment of this alleged fact, while unassumingly admitting that others are entitled to the full merit of carrying it into practical operation. An improvement of this invention has been lately patented by a Mr. Highter, of Rugby, and purchased by the Electro-Telegraphic Company. It consists mainly in the substitution of a slip of metallic leaf, with a magnet placed near it, for the old coil of wire and magnetic needles. The advantages gained by this change are, it is said, many and great, especially in cheapness (an apparatus costing 20*l.* being obtainable for 20*s.*), and in delicacy (a single cell battery being capable of working through 100 miles of wire). It has too, collateral advantages such as the division of a current into two or more parts, the same news being transmissible at one and the same moment to several places wide asunder, and through almost any number of stations

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